

Staff Report

STAFF REPORT DATE: September 23, 2015

HEARING DATE: September 30, 2015

TO: Interested Parties

FROM: Jana Fox, Associate Planner

PROPOSAL: **Standard Bag Industrial Building 2
DR2015-0078 / LD2015-0016 / SDM2015-0008 / TP2015-0011**

LOCATION: The subject site is located on and to the west of 1800 SW Merlo Drive. Tax Lots 100, 300, 400, and 600 on Washington County Tax Assessor's Map 1S106DD.

SUMMARY: The applicant, Standard Bag, has submitted a Design Review Three application for the construction of a new, ± 60,000 square foot, industrial building with associated site improvements. Concurrently with the Design Review application, the applicant proposes a Replat One to adjust the property lines between lots as well as consolidate three lots into two. The applicant also proposes a Sidewalk Design Modification to keep the existing curb tight 5-foot wide sidewalk, in addition to removing Community Trees from the subject site with the Tree Plan Two application.

APPLICANT: VLMK Engineering & Design
Jennifer Kimura & Bill Lambert
3933 SW Kelly Ave
Portland, OR 97239

PROPERTY OWNER: Lin Brothers, LLC
George Lin
1800 SW Merlo Drive
Beaverton OR 97003

DECISION: **APPROVAL of DR2015-0078 / LD2015-0006 / TP2015-0011 and DENIAL of SDM2015-0008 (Standard Bag Industrial Building 2).**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
DR2015-0078	July 9, 2015	August 11, 2015	December 9, 2015	April 7, 2016
LD2015-0006	July 9, 2015	August 11, 2015	December 9, 2015	April 7, 2016
SDM2015-0008	July 9, 2015	August 11, 2015	December 9, 2015	April 7, 2016
TP2015-0011	July 9, 2015	August 11, 2015	December 9, 2015	April 7, 2016

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

Zoning	Station Community-Employment, Sub Area 1 (SC-E1)	
Current Development	Vacant	
Site Size & Location	The subject site is on the northern side of SW Merlo Drive. The site is approximately 9.25 acres.	
NAC	Five Oaks/Triple Creek	
Comprehensive Plan	<p>Land Use: Station Community</p> <p>Street Functional Classification Plan: SW Merlo Drive is classified as a Local Street.</p> <p>Street Improvement Master Plan: The Transportation System Plan Street Improvement Master Plan identifies signal phase improvements at the corner of SW Merlo Road and SW 170th, near the subject site.</p> <p>Pedestrian & Bicycle Master Plan and Action Plans: The Bicycle and Pedestrian Action Plans do not identify any actions for SW Merlo Drive.</p>	
Surrounding Uses	<p>Zoning: <u>North:</u> SC-MU <u>South:</u> SC-MU <u>East:</u> SC-E1 <u>West:</u> SC-E1</p>	<p>Uses: <u>North:</u> MAX tracks <u>South:</u> Public Facilities <u>East:</u> Industrial Building <u>West:</u> Vacant</p>

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<u>Attachment B:</u> DR2014-0048 <i>Design Review Two</i>	DR1-DR14
<u>Attachment C:</u> LD2014-0003 <i>Replat One</i>	LD1-LD4
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Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Vicinity Map (page SR-4 of this report)

Exhibit 1.2 Aerial Map (page SR-5 of this report)

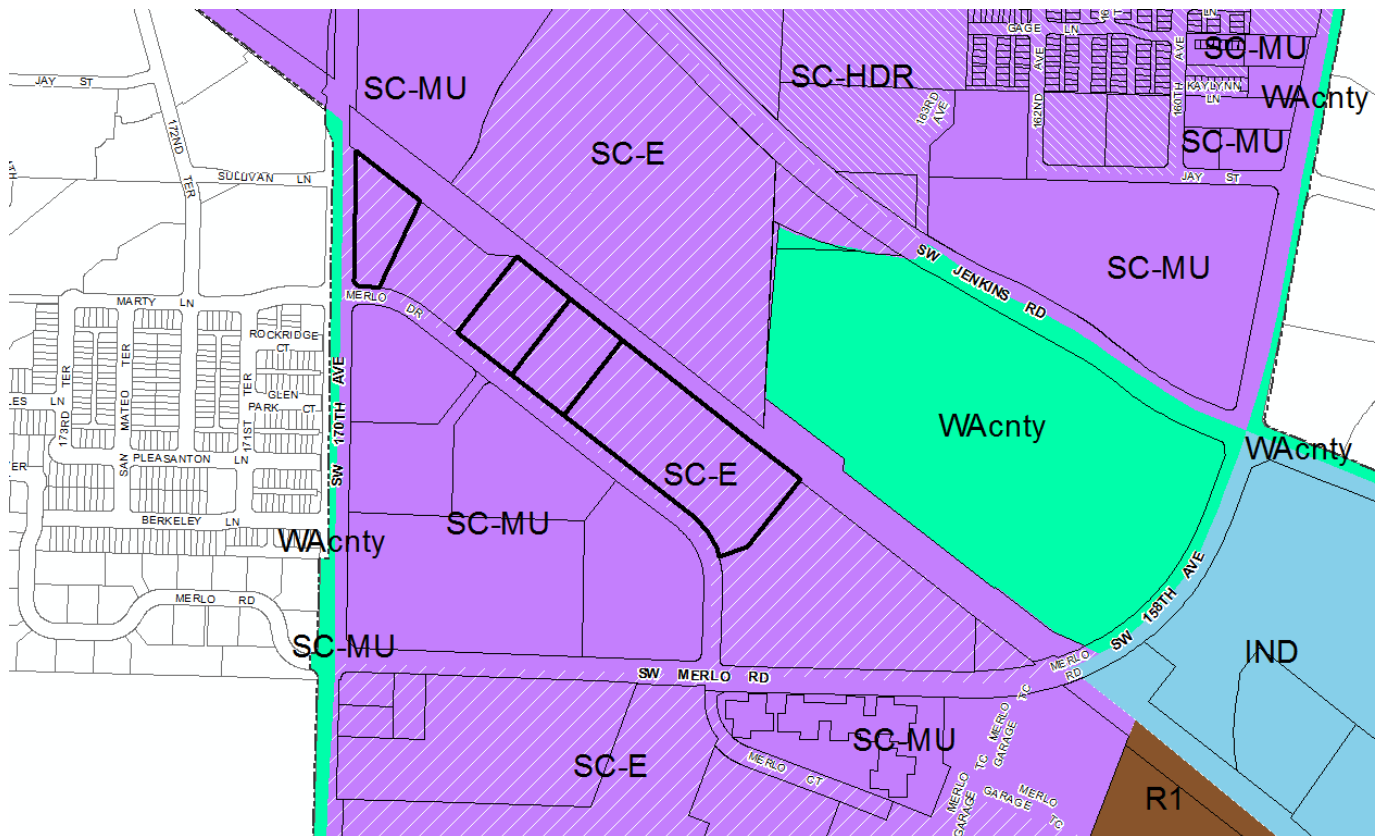
Exhibit 2. Public Comment

Exhibit 2.1 Letter from ODOT Rail, dated September 8, 2015

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1 Submittal Package including plans

Exhibit 1.1



**Standard Bag Industrial Building 2
DR2015-0078 / LD2015-0006 / SDM2015-0008 / TP2015-0011
Vicinity & Zoning Map**



Standard Bag Industrial Building 2
DR2015-0078 / LD2015-0006 / SDM2015-0008 / TP2015-0011
Aerial Map

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Standard Bag Industrial Building 2
DR2015-0078 / LD2015-0006 / SDM2015-0008 / TP2015-0011**

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application, as presented, meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

Per Section 40.03 of the Development Code, the Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:

- **All twelve (12) criteria (Section 40.03.1.A through L) are applicable to the Design Review Three and Replat applications as submitted.**
- **Facilities Review criteria do not apply, however, to the Sidewalk Design Modification and Tree Plan Two applications.**

A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water and public sanitary sewer facilities. The applicant has provided a Service Provider Letter (SPL) from Clean Water Services which shows compliance with stormwater requirements.

Water:

Water Service will be provided to the site by Tualatin Valley Water District. A new connection to the public water system is proposed to the existing water line in SW Merlo Drive. Staff has determined that adequate capacity exists to serve the proposed development.

Sewer/Storm Water/Utilities:

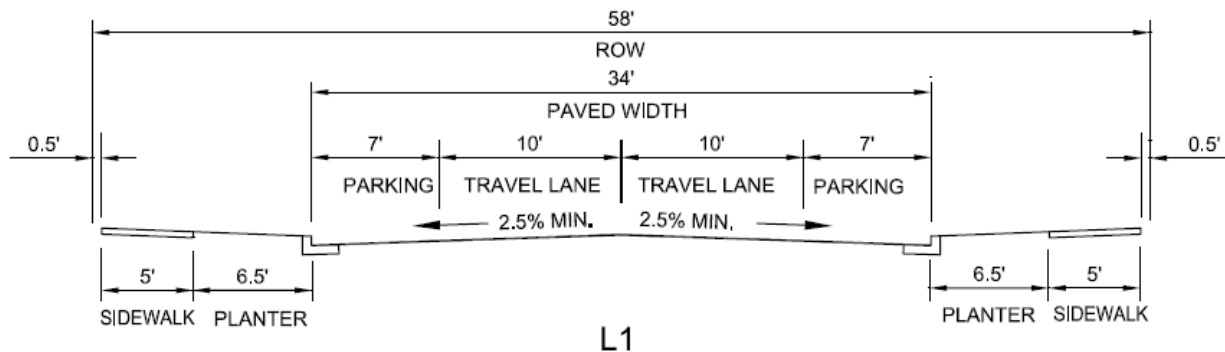
Redevelopment of the subject site proposes to connect to the existing sanitary sewer line in SW Merlo Drive to serve the new building. Adequate capacity exists to serve the proposed development.

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans. The applicant proposes to improve the commonly owned stormwater swale for the development. The Committee has found the report and associated utility plans to be adequate in addressing on-site surface water management (drainage patterns, treatment and quantity control).

In order to ensure appropriate design and construction of the essential facilities and utility connections, provide access to manholes and structures, and to ensure adequate maintenance requirements, the Committee recommends conditions of approval through the Design Review application.

Transportation/Access/Circulation:

Critical transportation facilities for this project include SW Merlo Dr. and the associated street lighting and sidewalk infrastructure. According to the Engineering Design Manual, as a Local Street, SW Merlo Dr. should have the following cross-section:



However, SW Merlo Dr. was originally constructed as an industrial street with approximately 46' of pavement within a 60' right-of-way and 5' curbtight sidewalks and 2' monumentation and maintenance gaps outside of the sidewalks. The applicant has requested a Sidewalk Design Modification (SDM) to allow the 5' curbtight sidewalks to remain, instead of constructing either the standard L1 cross-section (as seen above) or the 10' curbtight sidewalk with street trees in grated tree wells that is typical of development in Multiple Use zoning districts.

As staff identified in the Pre-Application conference notes that a 10' curbtight sidewalk is required. As the ultimate right-of-way width for the street has been dedicated, staff would allow the remaining 3 feet of the sidewalk to be placed in a public access easement on private property to meet the 10 foot sidewalk width standard, and not require additional right-of-way dedication for the subject property.

According to Section 60.05.55.1 *Regional Center*, of the Development Code, this development is located on a Major Pedestrian Route (MPR) which is intended to be designed for high levels of pedestrian service.

No street lighting currently exists along SW Merlo Drive adjacent to the subject site. As a Condition of Approval, the applicant will ensure that street lights are installed along the property frontage that meet the applicable lighting standards.

Fire Protection:

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval have been received from TVF&R. Conditions of approval submitted by TVF&R are included herein. Staff also cites the findings for Criterion H hereto regarding fire prevention.

The Committee finds that the development will provide the aforementioned required critical facilities, as conditioned.

Therefore, the Committee finds that the proposal meets the criterion.

- B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.***

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

The site will be served by the Tualatin Hills Park and Recreation District (THPRD) as the subject site is located within the district. This proposal will not require additional recreational facilities be provided.

The City of Beaverton Police will serve the development site.

Essential transportation facilities include the sidewalks, and internal walkways, along with their light fixtures, transit facilities, and bicycle parking. The applicant’s plans propose that the existing 5’ curbtight sidewalks be retained, with no new sidewalks or planter strips to be installed, pending approval of the applicant’s Sidewalk Design Modification application by the Planning Commission. TriMet provides light rail transit service to the site with stops for the Blue line to Hillsboro and Portland City Center/Gresham approximately ¼ mile to the northwest of the site. The closest transit stops are located approximately 80 feet south and 280 feet north of the site, measuring the walking distance from the nearest property line to the bus stops. Warehouses do not require short-term bicycle parking, but do require long-term bicycle parking. As a Condition of Approval, the applicant shall provide plans that show where the required bike parking will be located on the site.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).***

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Station Community-Employment (Sub-Area 1) zoning designation which is the existing zoning of the subject site. As demonstrated on the chart, the development proposal meets all applicable standards.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposal.***

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria.

60.55.15 Traffic Management Plan

The proposed development does not trigger the requirement for a Traffic Management Plan (TMP) because it is not expected to add 20 or more trips in any hour to a nearby residential street.

60.55.20 Traffic Impact Analysis

Developments which add 200 or more trips per day to the transportation system are required to conduct a Traffic Impact Analysis (TIA). Based on a new warehouse of approximately 60,000 square feet, a TIA was required with the development proposal. The applicant submitted a TIA prepared by Kittelson & Associates, dated June 30, 2015 as Exhibit 21, thereby meeting the requirement.

60.55.25 Street and Bicycle and Pedestrian Connection Requirements

The applicant's plans show a new walkways on the east and west of the proposed building. The walkways are proposed to be approximately 5' and 6' wide, respectively.

60.55.30 Minimum Street Widths

As discussed above, the site provides adequate right-of-way width and street width.

60.55.35 Access Standards

The proposed walkways provide adequate site access.

60.55.40 Transit Facilities

The site is within walking distance of the light rail station, thereby providing adequate transit service.

60.65 Utility Undergrounding

To meet the requirements of Section 60.65, staff recommends a standard condition of approval requiring that utility lines are placed underground.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.***

The applicant's narrative states that there are no physical or other barriers that would preclude access for customary maintenance and repair of the applicable facilities. The proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

Therefore, the Committee finds that the proposal meets the criterion.

- F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.***

The proposal shows a pedestrian walkway on the west side of the proposed building that is separated from the vehicle driving and parking areas and protected by wheel stops. As a Condition of Approval, the wheel stops shall be placed to allow at least 4' of unobstructed width along the pedestrian walkway, even with 3' of bumper overhang.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

The applicant proposes standard commercial driveways for the entrances to the parking areas.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). TVF&R conditions of approval have been included herein and must be complied with prior to Site Development Permit issuance.

The Committee concludes that subject to meeting the conditions of approval, the site can be designed in accordance with City codes and standards and provide adequate fire protection.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from hazardous conditions due to inadequate, substandard or ill-designed development.

The applicant shall be required to show a public street lighting plan prior to Site Development Permit issuance. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee finds that the street illumination system will provide adequate protection from crime and accidents. The applicants lighting plan will be discussed further within the Design Review staff report, as lighting relates to the private drive.

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

J. *Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.*

The applicant's response to Criterion J explains that the project site has been designed to work with the natural slopes of the site to take advantage of the existing stormwater facilities and provide little or no effect neighboring properties. The proposed grading should not have adverse impacts on neighboring properties, public rights-of-way, surface drainage, water storage facilities and the public storm system. The applicant will be required to obtain a Site Development Permit which will include the storm drainage system.

The applicant must show compliance with Site Development erosion control measures at the time of Site Development permit issuance.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

K. *Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.*

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

L. *The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.*

The applicant submitted the applications on July 9, 2015 and deemed themselves complete on August 11, 2015. In the review of the materials during the application review time period, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements

Station Community-Employment Sub-area 1 (SC-E1) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20. Land Uses – SC-E1			
Use, Permitted	Warehouse	The applicant proposes to construct a new 60,000 square foot warehouse facility.	YES
Development Code Section 20.20.15. Site Development Standards – SC-E1			
Land Area Minimum	None	N/A	N/A
Lot Dimensions Minimum	None	N/A	N/A
Yard Setbacks Minimum	Front: Governed by Design Review Side: None Rear: None	Front: 20 Side: 10 Rear: 10	YES-See DR Findings
Building Height Maximum	100'	38'	YES

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review standards and guidelines will be reviewed in the Design Review portion of the staff report.	See DR Findings
Development Code Section 60.07			
Drive-Up window facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	No mapped floodplains are located within the subject site.	N/A
Development Code Section 60.12			

Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development techniques proposed.	N/A
Development Code Section 60.15 – Land Division Standards			
Land Division Standards	Standards pertaining to Land Divisions	A Replat One for Lot Consolidation as well as adjustment of internal property lines is proposed.	See LD Findings
Development Code Section 60.25 – Off Street Loading			
Loading Facilities	60,000 sf warehouse (@ 3 type A berths* for 60,001 – 100,000 sf warehouse) *Type A berths are 60' x 12'	6 Type A Berths	YES
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking Zone A Required bicycle parking	<u>Vehicle Parking</u> Building 1: 96 Spaces Building 2: 30 Spaces <u>Bicycle Parking</u> Short Term: 2 Spaces Long Term: 4 Spaces	<u>Vehicle Parking</u> Building 1: 97 Spaces Building 2: 40 Spaces <u>Bicycle Parking</u> Short Term: 2 Spaces Long Term: 4 Spaces	YES
Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes- with COA
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	The applicant has applied for a Tree Plan Two to remove Community Trees from the subject site.	See TP findings
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes- with COA

**DR2015-0078
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Planning Commission Standards for Approval:

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

Section 40.20.15.3.C Approval Criteria: In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The proposal satisfies the threshold requirements for a Design Review Three application.*

The applicant proposes to construct a new warehouse building with a floor area of approximately 60,000 square feet in the SC-E (subarea 1) zone, a multiple use zoning district. Therefore the applicant meets Threshold 1 of a Design Review Three.

1. *New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.*

Therefore, staff finds that the criterion is met.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant paid the required fees for a Design Review Three application.

Therefore, staff finds that the criterion is met.

3. *For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response, and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the Guideline and a statement as to whether the Guideline is met below.

Therefore, staff finds the proposal will meet the criterion for approval by meeting the conditions of approval.

4. *For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:*
- a. *A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or*
 - b. *The location of existing structural improvements prevent the full implementation of the applicable guideline; or*
 - c. *The location of the existing structure to be modified is more than 300 feet from a public street.*

The proposal is a new industrial building and not an expansion of an existing building, therefore the criterion does not apply.

Therefore, staff finds the criterion is not applicable.

5. *For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.*

The applicant does not propose a DRBCP.

Therefore, staff finds the criterion is not applicable.

6. *For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; March 2010]*

The proposal meets application Threshold #1 and, accordingly, is not subject to Design Standards.

Therefore, staff finds the criterion is not applicable.

- 7. *For proposals meeting Design Review Three application Threshold numbers 7 or 8, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is applying to instead meet the applicable Design Guideline(s).***

The proposal meets application Threshold #1 and, accordingly, is not subject to Design Standards.

Therefore, staff finds the criterion is not applicable.

- 8. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The applicant has submitted all documents related to this request for Design Review Three approval. Replat One, Sidewalk Design Modification and Tree Plan Two applications are being processed concurrently with the subject request for Design Review Three. The Design Review Three application is dependent upon approval of the Replat One and Tree Plan Two applications. Staff recommend a condition of approval which states that approval of the Design Review Three application is subject to approval of the Replat One and Tree Plan Two.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

60.05.35 *Building Design and Orientation Guidelines.* *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. *Building Elevation Design Through Articulation and Variety*

B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standard 60.05.15.1.A and B)

The applicant states that the proposed building includes a variety of architectural features including 24" offsets at the main entry, upper windows in the warehouse, stepped parapets at the corners, cornices at the stepped parapets, metal canopy, and reveals in accent panels. Additionally the applicant states that the intent of the design is to relate to the industrial nature of the building use and the neighboring properties while incorporating architectural elements to provide visual interest to the building.

Staff concur that the applicant does utilize a variety of architectural treatments to provide articulation, variety and visual interest to the buildings.

Therefore, staff finds the Guideline is met.

C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)

The applicant states that the main building entrance is offset from the face of the building by 24 inches and has a stepped parapet with cornice to provide clear direction for pedestrians entering the building which is located at the corner of the building. Additionally the building contains accent panels on three sides of the building including vertical reveals and a metal canopy to reduce the appearance of long horizontal surfaces. Staff concur that vertical elements are adequately emphasized.

Therefore, staff finds the Guideline is met.

D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B) [ORD 4531; March 2010]

The applicant provides weather protection over primary building entrances by recessing the primary entrance. The applicant uses articulation and material changes to provide visual interest to pedestrians along the street. Staff concurs that the buildings are of a comfortable pedestrian scale.

Therefore, staff finds the Guideline is met.

E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D) [ORD 4542; May 2010]

The applicant states that articulation is provided with upper windows, offsetting walls, parapet changes, recessed entries, canopies and accent panels. Staff concurs with the applicant that the variety of building materials to be used will mitigate larger building walls and meet the design aspiration of avoiding the use of undifferentiated blank walls facing streets or major parking areas.

Therefore, staff finds the Guideline is met.

2. Roof Forms as Unifying Elements

A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be highlighted. (Standards 60.05.15.2.A and B)

The applicant states that the building will have a flat roof that will not be visible from the street. The walls have 12 inch high minimum parapets with additional parapet height at the entrance and offsetting walls. Staff concurs that the use of differentiated roof features provides visual interest and focal points.

Therefore, staff finds the Guideline is met.

B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)

The applicant states that cornice treatments are provided with stepped up cornices at articulated areas for additional visual interest. Staff concurs that adequate cornice treatments are provided.

Therefore, staff finds the Guideline is met.

3. Primary building entrances

- A. *Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, the design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. (Standard 60.05.15.3.A)*

The applicant states that proposal includes a primary entrance which is recessed into the building to provide weather protection for pedestrians. The building is set back from the sidewalk and therefore the metal canopies will not cover pedestrians on the sidewalk, however pedestrians at the building entrance will be covered. Staff reviewed the primary building entrance design and concurs with the applicant that the design of the entrance is differentiated and provides weather protection for pedestrians.

Therefore, staff finds the Guideline is met.

- B. *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3.B)*

The primary building entrance is emphasized through articulation, storefront glazing and roof forms. Staff concurs with the applicant that the primary building entrance is emphasized.

Therefore, staff finds the Guideline is met.

4. Exterior Building Materials

- A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standard 60.05.15.4.A)*

The applicant states that none of the building elevations visible from the street are made of plain unfinished materials. The applicant proposes a combination of concrete, metal and glass. Staff concurs that the exterior building materials convey an impression of permanence.

Therefore, staff finds the Guideline is met.

5. **Screening of Equipment.** *All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)*

The applicant states that future HVAC equipment will be located above the office parapet where the parapet height is tallest to meet the screening standards. Staff recommends a condition of approval that all rooftop equipment be screened from view.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

6. **Building location and orientation in Commercial and Multiple Use zones.**

A. Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The overall impression, particularly on Class 1 Major pedestrian Routes, should that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and ordination of buildings. (Standard 60.05.15.6.A and B)

The applicant states that the project is located on a Class 1 Major Pedestrian Route, SW Merlo Drive. The building has been located to have more than 50 percent of the street frontage within 20 feet of the street. Parking lots are located on the east and west of the building in accordance with the Guideline. Staff concurs that the building is located within close proximity to the street and is the dominant feature on the site.

Therefore, staff finds the Guideline is met.

7. **Building Scale along Major Pedestrian Routes.**

A. Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single family dwellings are permitted. (Standard 60.05.15.7.A)

The applicant states that the building is located close to the street with a height of 38-feet. Staff concurs that the building is not a single story low height building.

Therefore, staff finds the Guideline is met.

- B. *Building heights at or near the street should help form a sense of enclosure, but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standards 60.05.15.7.A)*

The applicant states that the building is 38-feet in height, less than the maximum of 60 feet. Staff concurs that the height of the building is sufficient to create a sense of enclosure for pedestrians.

Therefore, staff finds the Guideline is met.

60.05.40. *Circulation and Parking Design Guidelines.* Unless otherwise noted, all guidelines apply in all zoning districts.

2. *Loading area, solid waste facilities, and similar improvements.*

- A. *On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)*

The applicant states that the onsite truck loading is located toward the rear of the building and are screened by a concrete retaining wall on the south side of the loading dock to provide visual screening. Staff concurs that the service areas are appropriately located and adequately screened from public view.

Therefore, staff finds the Guideline is met.

- B. *Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)*

The proposed loading areas are set back from the public street and do not detract from the surrounding area. The loading area is screened by a retaining wall. The location of the proposed loading areas, set back from the street is sufficiently screened.

Therefore, staff finds the Guideline is met.

3. *Pedestrian circulation.*

- A. *Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)*

The applicant provides a walkway from the public street to the front door. Additionally there is a covered walkway between the existing building and the new building for the movement of goods, this walkway will also provide cover to pedestrians between the two buildings. The pedestrian connections through the development and to adjacent streets are sufficient.

Therefore, staff finds the Guideline is met.

- B. *Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)*

The applicant provides direct connections to SW Merlo Drive, as well as connections between the new building and the existing building on the adjacent site. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

- C. *Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)*

The applicant provides a direct pedestrian connection from street to the building entrance with a paved pathway. Staff concurs that pedestrian connections are provided to adjacent public streets.

Therefore, staff finds the Guideline is met.

- D. *Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standard 60.05.20.3.C through E)*

The applicant provides a pedestrian connection from SW Merlo Drive to the primary building entrance that runs through a landscape area and is therefore separated from vehicles. The walkway between the two buildings which runs through a drive isle but is proposed to be of a differentiated paving material and covered. Staff concurs that adequate pedestrian connections are provided.

Therefore, staff finds the Guideline is met.

- E. *Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.3.A through H)*

The applicant proposes to retain the existing 5 foot wide curb tight sidewalk along SW Merlo Drive, and has applied for a Sidewalk Design Modification. Staff is recommending denial of the Sidewalk Design Modification as the applicant does not provide adequate findings to support the hardship criteria required to approve a Sidewalk Design Modification. In order to provide adequate sidewalk width along the Major Pedestrian Route and the required sidewalk widths in Commercial and Multiple Use zones staff recommends a condition of approval that a 10 foot wide sidewalk with trees in tree wells be required along the frontage of the proposed building in order to provide sidewalks

designed for high levels of pedestrian activity.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)

Pedestrian ways are designed for safe movement and constructed with hard surface materials, including concrete sidewalks. Staff concurs that the applicant has proposed hard durable differentiated surfaces for pedestrian connections.

Therefore, staff finds the Guideline is met.

- 4. *Street frontages and parking areas.* Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)**

The applicant states that the parking lot is screened from the street with a 15 foot setback of landscaping, including a 30 inch high hedge. Landscaping, consisting of dense shrubs, is provided between the sidewalk and parking areas.

Therefore, staff finds the Guideline is met.

- 5. *Parking area landscaping.* Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standard 60.05.20.5.A through D)**

The applicant proposes landscape islands containing trees and ground cover.

Therefore, staff finds the Guideline is met.

- 6. *Off-Street parking frontages in Multiple Use zones.***

B. Surface parking areas should not be the predominant design element along Major Pedestrian Routes and should be located on the site to safely and conveniently serve the intended users of the development, without precluding future site intensifications. (Standard 60.05.20.6)

The proposed parking and loading areas are to the side and back of the building and are set back from the street and buffered by landscape areas. The building is the predominant design element along SW Merlo Drive.

Therefore, staff finds the Guideline is met.

7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones.

- A. *Pedestrians connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)*

The applicant proposes to retain the existing 5 foot wide curb tight sidewalk along SW Merlo Drive, and has applied for a Sidewalk Design Modification. Staff is recommending denial of the Sidewalk Design Modification as the applicant does not provide adequate findings to support the hardship criteria required to approve a Sidewalk Design Modification. In order to provide adequate sidewalk width along the Major Pedestrian Route and the required sidewalk widths in Commercial and Multiple Use zones staff recommends a condition of approval that a 10 foot wide sidewalk with trees in tree wells be required along the frontage of the proposed building in order to provide sidewalks designed for high levels of pedestrian activity.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

- B. *Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)*

The proposed pedestrian connections are from the street to the main building entry as well as between buildings on site.

Therefore, staff finds the Guideline is met.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial and Multiple Use zones.

- A. *On-site vehicular circulations should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8)*

The applicant states that the parking lots are small and will be paved, including concrete curbs, sidewalks and landscaping. Staff concurs that the parking lots contain a high level of amenities for the industrial nature of the use.

Therefore, staff finds the Guideline is met.

- B. *Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact. (Standard 60.05.20.8)*

The proposed parking areas are broken up by landscape islands, including trees and ground cover within the parking islands. Long rows of parking spaces are avoided.

Therefore, staff finds the Guideline is met.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. Unless

otherwise noted, all guidelines apply in all zoning districts.

3. Minimum landscaping for conditional uses in Residential districts and for developments in Multiple Use, Commercial, and Industrial Districts.

- A. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.3.A, B, and D)*

The applicant's landscape plan shows significant landscape materials between SW Merlo Drive and the building elevation which softens the look of the building. Perimeter landscaping is provided around the majority of the building foundation areas. Parking lot areas are screened with dense landscape hedges, trees and ground cover. Landscape materials are also provided in parking areas to provide interest to and soften the building facades.

Therefore, staff finds the Guideline is met.

- C. *Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standard 60.05.25.3.A and B)*

The applicant states that native vegetation is not used, however drought tolerant and hardy plants are used which can withstand warm dry summers and the reflected heat of the building and parking areas. The proposed trees on the site are listed on the City's street tree list. Staff finds that while the plant species are not native they are compatible with local and regional climatic conditions.

Therefore, staff finds the Guideline is met.

- D. *Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standard 60.05.25.3.A and B)*

The applicant states that trees will be retained when possible. Given the extensive development of the site the retention of the existing trees is minimal. The applicant proposes to plan a considerable number of trees throughout the site.

Therefore, staff finds the Guideline is met.

- E. *A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.3)*

The applicant states that the landscaping plan demonstrates a diversity of tree and shrub species.

Therefore, staff finds the Guideline is met.

6. **Retaining Walls.** *Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8)*

The applicant proposes retaining walls to screen the loading areas, the walls will appear to be approximately three and a half feet in height from the street as the loading area slopes down behind the retaining walls. The retaining wall is less than 4 feet in height and 50 feet in length. Landscaping and parking areas separate the retaining walls from the street.

Therefore, staff finds the Guideline is met.

9. **Integrate water quality, quantity, or both facilities.** *Above-ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11)*

The applicant proposes improvements to the existing water quality pond that serves the subdivision as a whole. The applicant has provided consent from all owners of the water quality tract for the proposed work. The tract is located at the corner of SW Merlo Drive and SW 170th Avenue. This tract is not located on the primary development site and therefore cannot be integrated into the on-site landscaping.

Therefore, staff finds the Guideline is not applicable.

60.05.50. Lighting Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts. (Standard 60.05.30.1 and 2)*

1. *Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaries.*

The applicant states that accent lighting is provided at the main entry to illuminate along the pedestrian walkway and provide a sense of scale and pedestrian interest. Soffit lights are provided at the main building entrance to provide security and pedestrian safety and comfort. The site parking area includes pole mounted lights. The proposed lighting maximizes safety with in the development.

Therefore, staff finds the Guideline is met.

2. *Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building.*

The pedestrian areas are adequately lit in conformance with the Technical Lighting Standards. Both wall mounted and pole mounted lighting fixtures are utilized throughout the development. The proposed lights are of an industrial nature, which is consistent with

the design of the building.

Therefore, staff finds the Guideline is met.

3. *Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens-shields, shades or other measures to screen the view of light sources from residences and streets.*

The applicant's plans include a note that light fixtures will be shielded to comply with the technical lighting standards and in order to direct lighting downward and decrease impacts to surrounding properties. Staff recommends a condition of approval the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards in order to reduce the glare impacts to adjacent properties.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

4. *On-site lighting should comply with the City's Technical Lighting Standards.*

The applicant provides a photometric plan which shows areas of light shed of greater than 0.5 foot candles over the property line. Staff recommends a condition of approval the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards in order to reduce the glare impacts to adjacent properties.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2015-0078 (Standard Bag Industrial Building 2)**, subject to the applicable conditions identified in Attachment F.

**LD2015-0006
ANALYSIS AND FINDINGS FOR
REPLAT TWO**

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

Section 40.45.15.2.C Approval Criteria

In order to approve a Replat One application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The application satisfies the threshold requirements for a Replat One.*

The applicant proposes adjust the boundary between lots 3 and 4 of the Merlo Station plat and consolidate the remainder of lot 4 with lot 5 which meets threshold 1 for a Replat One application.

- 1. The reconfiguration of lots, parcels, or tracts within a single existing plat that decreases or consolidates the number of lots, parcels, or tracts in the plat.*

Therefore, staff find that the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant has paid the required application fee for a Replat One application.

Therefore, staff find that the proposal meets the criterion for approval.

3. *The proposed Replat does not conflict with any existing City approval, except the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.*

The subject site contains an existing industrial building which crosses lots 4 and 5 and was developed in Washington County prior to annexation to the City. The existing lot 3 is currently vacant. The applicant proposes to adjust the boundary between lots 3 and 4 to accommodate a new industrial building on lot 3 as well as consolidate the remainder of lot 4 with lot 5. The lot consolidation and adjustment will allow the entire site to become two parcels, each of which will be occupied by a building. The proposed application will not affect or modify any current or previous land use approvals.

Therefore, staff find that the proposal meets the criterion for approval.

4. ***Oversized parcels (oversized lots) resulting from the Replat shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be provided to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.***

Oversized lots are defined by the Beaverton Development Code as lots which are greater than twice the minimum lot size allowed by the subject zoning district. The SC-E1 zoning district does not have minimum or maximum lot sizes, as such no oversized lots are proposed. Please refer to the Facilities Review section of this report for utility provision information (Attachment A).

Therefore, staff find that the proposal meets the criterion for approval.

5. ***Applications that apply the lot area averaging standards of Section 20.05.15.D shall demonstrate that the resulting land division facilitates the following:***
- a) ***Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,***
 - b) ***Complies with minimum density requirements of [the Development] Code, provides appropriate lot size transitions adjacent to differently zoned properties, and where a street is proposed provides a standards street cross section with sidewalks.***

The proposal does not apply the lot area averaging standards.

Therefore, staff find that the criterion for approval does not apply.

6. ***Applications that apply the lot area averaging standards of Section 20.05.15.D do not require further Adjustments or Variance for the Land Division.***

The proposal does not apply the lot area averaging standards.

Therefore, staff find that the criterion for approval does not apply.

7. ***If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.***

The applicant does not propose to phase the development

Therefore, staff find that the criterion for approval does not apply.

8. *The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties.*

The applicant states that the proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties. Staff cites the Facilities Review findings in Attachment A as they relate to this criterion.

Therefore, staff find that the proposal meets the criterion for approval.

9. *The proposal does not create a parcel which will have more than one (1) zoning designation.*

All parcels created by the proposal will have the Station Community-Employment, Sub Area 1 (SC-E1) zoning designation.

Therefore, staff find that the proposal meets the criterion for approval.

10. *Applications and documents related to the request requiring further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted this Replat One application and the Design Review Three, Sidewalk Design Modification and Tree Plan Two applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant for this stage of City approvals. Because the applications were submitted concurrently staff will review all four (4) applications at once.

Therefore, staff find that the proposal meets the criterion for approval.

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **LD2015-0006 (Standard Bag Industrial Building 2)**, subject to the applicable conditions identified in Attachment F.

Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Grading Standards			
60.15.10.1 Applicability	Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review.	The proposal is subject to the grading standards contained herein.	Yes
60.15.10.2.A-C Exemptions	Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way.	No exemptions are applicable.	N/A
60.15.10.3.A-F 0-5 Feet From Property Line	Maximum slope differentials from the existing or finished slope of the abutting residential property.	The subject site does not residentially zoned property.	N/A
Significant Trees and Groves			
60.15.10.4 Significant Trees and Groves	Standards for grading within 25 feet of significant trees or groves.	The existing trees in site are not significant trees.	N/A

**SDM2015-0008
ANALYSIS AND FINDINGS FOR
SIDEWALK DESIGN MODIFICATION**

Section 40.58.05. Sidewalk Design Modification Application; Purpose

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Section 40.58.15.1.C. Approval Criteria

In order to approve a Sidewalk Design Modification application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that the following criteria are satisfied:

- 1. *The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.***

Section 40.58.15.1.A.1 Threshold: *An application for Sidewalk Design Modification shall be required when the following threshold applies:*

1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.

The applicant requests a sidewalk design modification for the sidewalk along SW Merlo Drive. The applicant proposes to retain the existing 5' side curb tight sidewalk along SW Merlo Drive which is less than the minimum 10' sidewalk with trees in tree wells required. SW Merlo Drive is a Major Pedestrian Route. The application meets threshold 1 for a Sidewalk Design Modification.

Therefore, staff find the proposal meets the criterion for approval.

- 2. *All City application fees related to the application under consideration by the decision making authority have been submitted.***

The City of Beaverton received the appropriate fee for the Sidewalk Design Modification application.

Therefore, staff finds the proposal meets the criterion for approval.

- 3. One or more of the following criteria are satisfied:**
- a. That there exist local topographic conditions, which would result in any of the following:**
 - i. A sidewalk that is located above or below the top surface of a finished curb.**
 - ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.**
 - b. That there exist local physical conditions such as:**
 - i. An existing structure prevents the construction of a standard sidewalk.**
 - ii. An existing utility device prevents the construction of a standard sidewalk.**
 - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.**
 - c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.**
 - d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.**

The applicant proposes to retain the existing five foot wide curb-tight sidewalk without street trees along SW Merlo Drive, a Major Pedestrian Route. The applicant states that in order to construct the full required sidewalk width additional right-of-way would be needed, and the street is already at full width. SW Merlo Drive was built in the County and has a wider than required street width. The subject site has two feet of available space behind the curb in the right-of-way. Criterion 3.d. above states “that additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.” The applicant controls the adjacent property and therefore does not qualify under 3.d. above. Additionally there are no topographic constraints to the portion of the site adjacent to the right-of-way or physical conditions which would preclude the construction of the required 10 foot sidewalk under a-c above. Staff finds that the applicant does not meet criterion 3.

Therefore, staff finds the proposal does not meet the criterion for approval.

4. *The proposal complies with provisions of Section 60.55.25 Street and Bicycle and Pedestrian Connection Requirements and 60.55.30 Minimum Street Widths.*

The applicant states that the proposal complies with provisions of Section 60.55.25 as demonstrated in the narrative provided to this Section (Chap. 60). Staff refers to the Facilities Review findings for approval criterion C in reference to compliance with 60.55. The applicant must show compliance with the Conditions of Approval prior to issuance of a Site Development Permit for the proposed transportation facilities.

Therefore, staff finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

5. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted this Sidewalk Design Modification application and the associated Design Review Two, Replat One, and Tree Plan Two applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant for this stage of City approvals. Because the applications were submitted concurrently staff will review all four (4) applications at once.

Therefore, staff finds the proposal meets the criterion for approval.

6. *The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.*

Staff cites the finding prepared herein in response to Criteria E and F of Facilities Review approval as adequate for supportive findings in response to Criterion No. 6 of SDM approval.

Therefore, staff finds the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **DENIAL** of **SDM2015-0008 (Standard Bag Industrial Building 2)** subject to the applicable conditions identified in Attachment F.

**TP2015-0011
ANALYSIS AND FINDINGS FOR
TREE PLAN TWO**

Section 40.90.05 Tree Plan Applications; Purpose

Healthy trees and urban forest provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees, thus helping to preserve and enhance the sustainability of the City's urban forest.

Section 40.90.15.2.C Approval Criteria

In order to approve a Tree Plan Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

- 1. *The proposal satisfies the threshold requirements for a Tree Plan Two application.***

The applicant proposes to remove 17 community trees from the site, which meets threshold one for a Tree Plan Two application.

- 1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period...*

Therefore, staff find that the proposal meets the criterion for approval.

- 2. *All City application fees related to the application under consideration by the decision making authority have been submitted.***

The applicant has paid the required fee for a Tree Plan Two application.

Therefore, staff find that the proposal meets the criterion for approval.

- 3. *If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.***

The trees are not proposed for removal to observe good forestry practices. The trees are proposed for removal to accommodate the development of the site and the associated grading and construction.

Therefore, staff find that the criterion for approval does not apply.

4. *If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.*

The applicant states that the proposed tree removal is required due to the new building and associated site work. The development of the building and associated site improvements covers the majority of the site, precluding the retention of the majority of trees on the site.

Therefore, staff find that the proposal meets the criterion for approval.

5. *If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.*

Property damage or other nuisances are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

Therefore, staff find that the criterion for approval does not apply.

6. *If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.*

Public improvements are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

Therefore, staff find that the criterion for approval does not apply.

7. *If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, [or] to eliminate conflicts with structures or vehicles.*

The site does not contain any SNRA's. The trees proposed for removal are Community Trees which are being removed to accommodate new development where no reasonable alternative exists.

Therefore, staff find that the criterion for approval does not apply.

- 8. *If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.***

The subject site does not contain a SNRA or significant grove.

Therefore, staff find that the criterion for approval does not apply.

- 9. *If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.***

The subject site does not contain a SNRA or significant grove.

Therefore, staff find that the criterion for approval does not apply.

- 10. *The proposal is consistent with all applicable provisions of Section 60.60 Trees and Vegetation and Section 60.67 Significant Natural Resources.***

Staff cites the Code Conformance Analysis chart at the end of the Tree Plan Staff Report, which evaluates the project as it relates to applicable code requirements of Sections 60.60 through 60.67, as applicable to the aforementioned criterion. As demonstrated on the chart, the proposal complies with all applicable provisions of Chapter 60.60 and 60.67.

Therefore, staff find that the proposal meets the criterion for approval.

- 11. *Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.***

This approval criterion is identical to Facilities Review approval criterion J. and the response contained within the revised Facilities Review report (Attachment A, above) is hereby cited and incorporated. The applicant's proposal balance accommodating the proposed use and mitigating the adverse effects on neighboring properties.

Therefore, staff find that the proposal meets the criterion for approval.

- 12. *The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.***

The applicant submitted the application on July 9, 2015 and deemed themselves complete on August 11, 2015. In the review of the materials during the application review,

staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets the criterion for approval.

13. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted this Tree Plan Two application and the associated Design Review Three, Replat One, and Sidewalk Design Modification applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant for this stage of City approvals. Because the applications were submitted concurrently staff will review all four (4) applications at once. The Tree Plan Two application is dependent upon the Design Review Three, staff suggests a condition of approval that approval of the Tree Plan Two is dependent upon the Design Review Three approval.

Therefore, staff finds that the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **TP2015-0011 (Standard Bag Industrial Building 2)** subject to the applicable conditions identified in Attachment F.

Code Conformance Analysis
Chapter 60.60 Trees and Vegetation & Chapter 60.67 Significant Natural Resources

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	The applicant does not proposal pruning.	N/A
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	The proposed tree removal complies with this section (see findings below).	YES
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	No mitigation is required for Community Trees	N/A
60.60.15.2.C.1	Standards for SNRA & Significant Groves	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.2	DBH shall be retained in cohesive Preservation Areas.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.3	Native understory vegetation and trees shall be preserved in Preservation Areas.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.4	Preservation Areas shall be clustered and connect with adjoining portions of the SNRA or Significant Grove.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.5	Preservation Areas shall be set aside in conservation easements.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.6	Preservation Areas conditioned for protection through the Land Division process.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.7	Native species shall be preferred for preservation over non-native species.	Trees are proposed to be removed for development.	N/A
60.60.15.2.C.8	Hazardous and dead trees should be fallen only for safety and left at the resource site unless the tree has been diagnosed with a disease.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	Four trees are proposed to be protected during development. These trees may need to be removed to accommodate the development. For the trees to be retained compliance with this standard is required.	YES w/ COA

60.60.25 Mitigation Requirements			
60.60.25	Mitigation Standards: (60.60.25.8) Trees over 25" in DBH shall require 9" of mitigation planting	No mitigation is required for Community Trees.	N/A
60.67 Significant Natural Resources			
60.67.05.1	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	No significant natural resources exist on site.	N/A
60.67.15.2	For sites identified in the Local Wetland Inventory notice of the proposed development shall be provided to DSL.	No significant natural resources exist on site.	N/A
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	No significant natural resources exist on site.	N/A

CONDITIONS OF APPROVAL

DR2015-0078 Design Review Three

A. Prior to any work beginning on-site and issuance of a Site Development Permit, the applicant shall:

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, facility plantings, emergency vehicle access and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
5. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. If the proposed storm water management facility tract is not a part of the replat, then a public surface water management facility easement to the City must be submitted and recorded prior to permit issuance. (Site Development Div./JJD)
6. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the 170th Avenue right of way. (Site Development Div./JJD)
7. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
8. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer (meeting the standards set by the City Engineer as specified in the Engineering Design Manual Chapter 6, 610.L). The analysis shall provide the available water volume (GPM) at 20

psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)

9. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)
10. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
11. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the 2006 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
12. Provide final construction plans and a final storm water report, demonstrating full compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to development water quality treatment. (Site Development Div./JJD)
13. Provide a detailed drainage analysis of the subject site and prepare a report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event in addition to any mapped FEMA flood plains and flood ways. (Site Development Div./JJD)
14. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div./JJD)
15. Submit a design for any proposed retaining walls surrounding, adjacent, and within the storm water management facility designed by a civil engineer or structural engineer for the expected hydrological conditions of the pond. These retaining walls shall be watertight for all areas of earthen fill or where deemed necessary by the City Engineer. Additionally, these walls shall be designed as poured-in-place, reinforced, 4000 PSI, Portland cement concrete with cobblestone face texturing, or a City Engineer approved equivalent, and with minimum 18-inch wide, stem-top walkway at the top of each wall. Provide increased detention volume that is required as the result of the site development application plan review process as determined by the City Engineer.

City Engineering staff have reviewed the preliminary reports concerning proposed storm water management and find that adequate volume may not be available in the proposed surface facility to meet City standards during the 25 year event; however, such capacity can be provided by additional volume in pipes, underground structures, or with other minor modifications of the proposed surface facilities as reflected within the land-use application submittal. The outlet structure shall also provide flow attenuation during the 2 and 10 year events per City standards. Alternatively, the applicant can request a fee-in-lieu of detention provision to the City Engineer upon showing adequate downstream

capacity to the Beaverton Creek floodplain. This land-use approval shall provide for such minor surface modifications (revised or additional retaining walls and site grade changes less than four vertical feet variance) without additional design review or other land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)

16. Submit a revised grading plan showing the proposed building lowest finished floor elevation (and the elevation of any other proposed improvement subject to flood damage) is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities. Additionally, the minimum finished floor elevation shall be established and clearly documented on all building and site development plan sheets that include elevations and/or contours. This land-use approval shall provide for minor grade changes less than four vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)
17. Submit plans that show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all storm water management control structures unless otherwise specifically approved by the City Engineer. A direct worker access route to the structures in the pond area shall be provided no steeper than 4(horizontal) to 1 (vertical) slope. This direct route shall be a minimum of 6-feet wide and have a surface consisting of the equivalent of 3-inches of $\frac{3}{4}$ "-minus crush rock (to allow walking access in winter) and vegetation shall allow easy access. This direct access route shall be delineated on the plans. (Site Development Div./JJD)
18. Submit to the City a certified impervious surface determination of the proposed project by the applicant's engineer, architect, or surveyor. The certification shall include an analysis and calculations of all impervious surfaces as a total for the development and for each proposed final lot. Specific types of impervious area totals, in square feet, shall be given for buildings, parking lots/driveways, sidewalk/pedestrian areas, storage areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on each lot. (Site Development Div./JJD)
19. Pay a storm water system development charge (a: overall system conveyance; and b: quantity if detention fee-in-lieu is approved) for any net new impervious area proposed for the entire project. (Site Development Div./JJD)
20. Provide plans for street lights (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
21. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
22. Provide plans that show the installation of street lighting to meet the City's standards along SW Menlo Dr. (Transportation / KR)

23. Provide plans that show the installation of bicycle parking to meet the City's bicycle parking standards. (Transportation / KR)
24. Provide plans showing the installation of a 10 foot wide sidewalk with trees in tree wells at the front of the sidewalk. The area outside the existing right-of-way may be placed in a public access easement which must be shown on the plat. (Transportation / KR)
25. Provide plans that show the wheelstops for the parking spaces adjacent to the walkway west of the building are placed so that the 3' of bumper overhang will not intrude more than 2', leaving at least 4' of unobstructed width for pedestrians. (Transportation / KR)
26. FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS: Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1) This proposal includes an alternative as described. It includes complying aerial access at the front of the building on Merlo Rd. and a complying turnaround at the end of the west side driveway. This would require an emergency vehicle access easement because it crosses a property line. The increase hose pull length is allowed because of increased hose length installed on fire apparatus and the ability to use the Tri-Met easement behind the building. (TVF&R/JF)
27. DEAD END ROADS: Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. (OFC 503.2.5) Turnaround provided. (TVF&R/JF)
28. AERIAL FIRE APPARATUS ACCESS: Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (OFC D105) Aerial access is required for this project and will be provided along Merlo Rd. (TVF&R/JF)
29. FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE: Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, "NO PARKING" signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than 28 feet wide but less than 32 feet wide, "NO PARKING" signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (OFC 503.2.) The fire district does not endorse the design concept wherein twenty feet of unobstructed roadway width is not provided. (TVF&R/JF)

30. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (OFC D102.1) Fire lane and turnaround must meet these requirements. (TVF&R/JF)
31. **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3) (TVF&R/JF)
32. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3) Painted curbing will be required to delineate the fire lane and associated turn around. (TVF&R/JF)
33. **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves. Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2) A hydrant is required on the street side of the development and within 100 feet of the FDC. Access between the hydrant and FDC shall not cross roadways and/or driveways. (TVF&R/JF)
34. **ANGLE OF APPROACH AND DEPARTURE:** The angles of approach and departure for fire apparatus roads shall not exceed 8 Degrees. (OFC 503.2.8, NFPA 1901) (TVF&R/JF)
35. Ensure that all associated applications, including Replat One and Tree Plan Two have been approved and are consistent with the submitted plans. (Planning Division/JF)
36. Provide a revised lighting plan showing compliance with the Technical Lighting Standards of the Development Code. (Planning/JF)

B. Prior to Building Permit issuance, the applicant shall:

37. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
38. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
39. Have a professional architect, engineer, or surveyor submit plans and specifications to the City Engineer and City Building Official verifying that all at-risk elements of the new construction are at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water conveyance and management facilities. The overflow elevation and one-foot-higher minimum finished floor elevation

shall be established and clearly documented on all building and site development plan sheets that include elevations and/or contours. (Site Development Div./JJD)

- 40. Have submitted the paper copies of the draft final plat needed for City review and to the County Surveyor to begin processing. (Site Development Div./JJD)
- 41. Show all rooftop mechanical equipment is screened from view of the public rights-of-way in accordance with Section 60.05.15.5 of the Development Code. (Planning/JF)

C. Prior to Occupancy, the applicant shall:

- 42. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
- 43. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
- 44. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
- 45. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
- 46. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
- 47. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Div./JJD)
- 48. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning Div./JF)
- 49. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning Div./JF)
- 50. Ensure all landscaping approved by the decision making authority is installed. (Planning Div./JF)
- 51. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning Div./JF)
- 52. Ensure that the planting of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Deciduous trees shall have straight trunks and be fully branched, with a minimum caliper of 1-1/4 inches and a minimum height of 8 feet at the time of planting, except that dwarf and compact varieties may be approved at any size. Deciduous trees may be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked. (Planning Div./JF)

53. All mechanical units, roof or ground mounted, must be screened from view of public streets and adjacent properties. (Planning Div./JF)

D. Prior to release of performance security, the applicant shall:

54. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)

55. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment/replacement of the vegetation and restoration of full function within the private surface water management facility area, as determined by the City Engineer. If the plants are not well established or the facility not properly functioning (as determined by the City Engineer) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Engineer prior to release of the security. (Site Development Div./JJD)

LD2015-0006 Replat One

A. Prior to Final Plat approval, the applicant shall:

1. Have commenced construction of the site development improvements to provide minimum critical public services (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./JJD)
2. Show granting of any required on-site easements on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./JJD)
3. Ensure that appropriate crossover access easements are provided for the two shared driveways. (Transportation / KR)
4. Ensure that a public access easement has been provided along the street frontage adequate to accommodate a 10 foot wide public sidewalk. (Transportation/KR & Planning/JF)

TP2015-0011 Tree Plan Two

1. Ensure that the Design Review Three have been approved and are consistent with the submitted plans. (Planning Division/JF)
2. The applicant must comply with the tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing compliance with these standards, including placement of orange tree fencing shall be provided prior to Site Development Permit issuance. (Planning Division/JF)